

Silver Line Comprehensive Plan Amendment

CPAM-2016-0002

May 10, 2017, Board of Supervisors Public Hearing

Presented by the Department of Planning and Zoning

CPAM History

DATE	TASK / ACTION
November 2016	BOS Special Meeting
January 2017	Planning Commission Public Hearing
February 2017	Planning Commission Work Session
March 2017	Planning Commission Work Session
March 2017	Planning Commission Public Hearing
April 2017	Planning Commission Work Session
May 2017	BOS Public Hearing and Consideration

CPAM Goals



Desirable Land Use Patterns



Maximize Employment Opportunities



Maximize Tax Revenue to support Metrorail operations

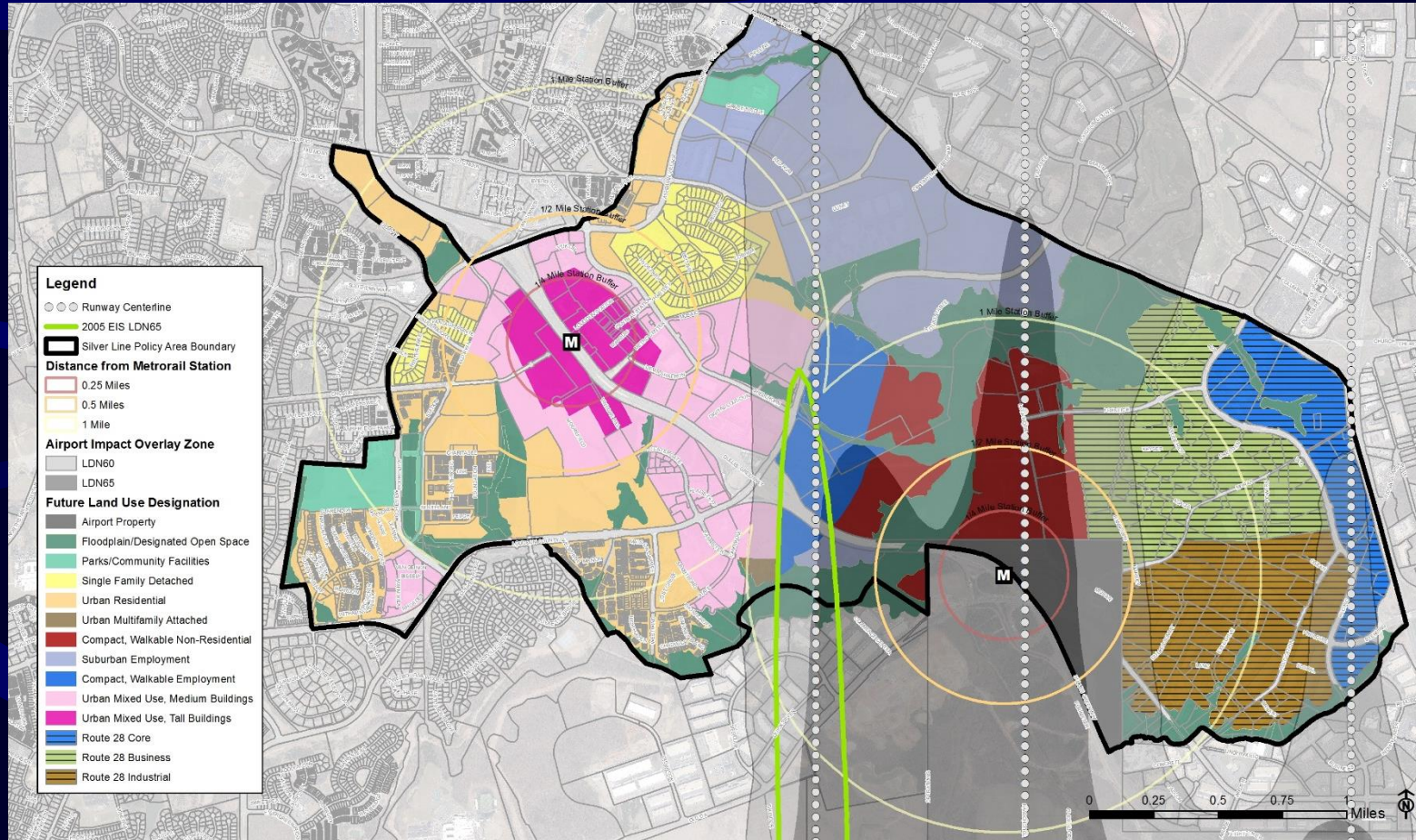


Minimize Impacts on the Transportation System

Plan Components

- **Land Use** – Plan Map, typologies, and policies
- **Urban Design Guidelines**
- **Community Facilities** – location & design
- **Transportation** – network & modes
- **Economic Development**
- **Fiscal Health***
- **Green Infrastructure**
- **Implementation*** – zoning, capital facilities, design

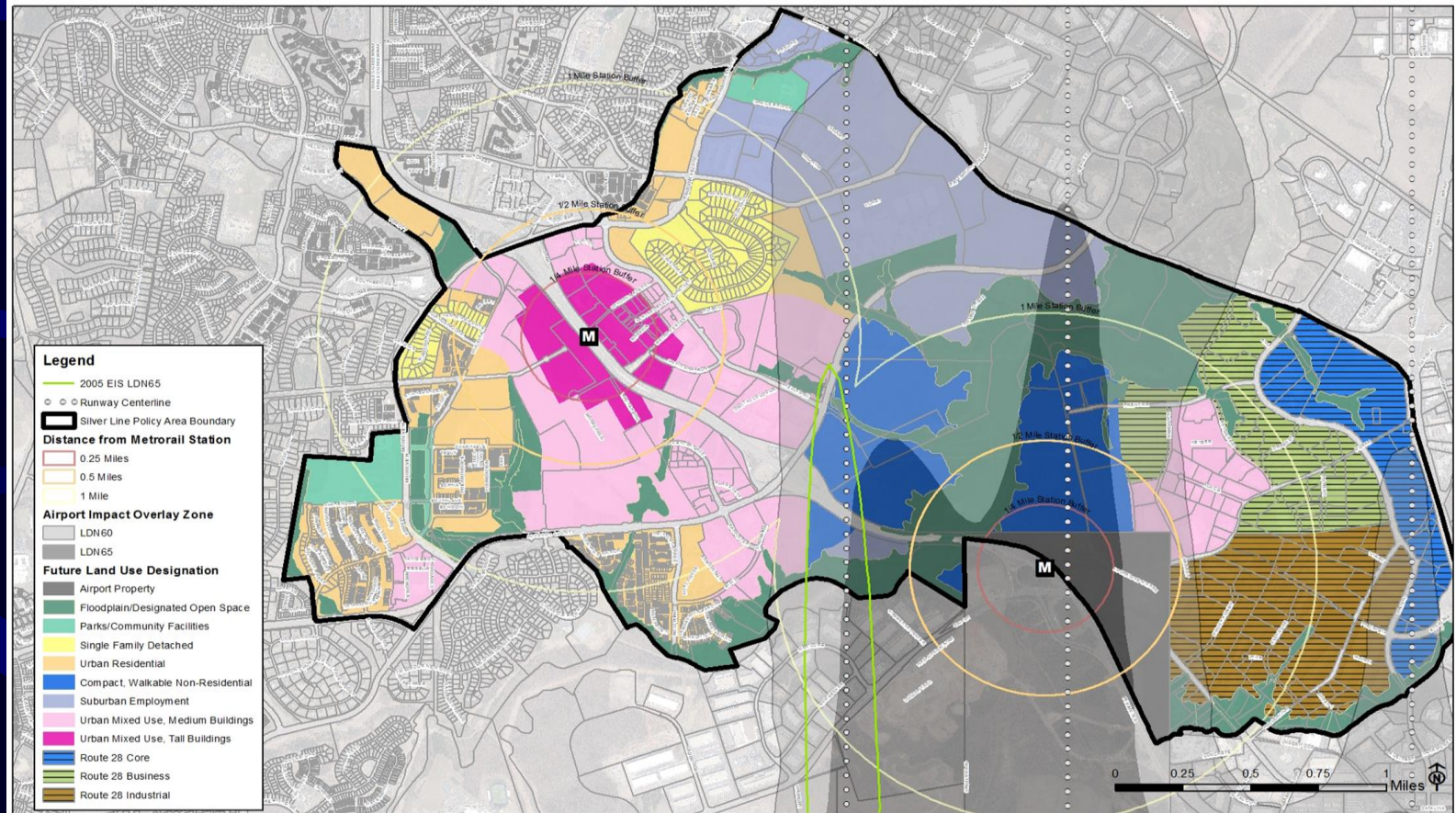
Board's Planned Land Use



Commission Recommendations

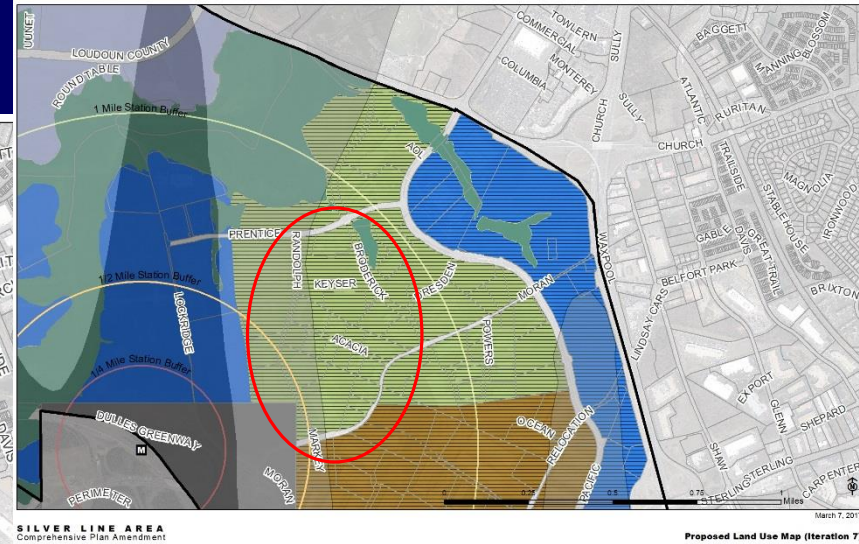
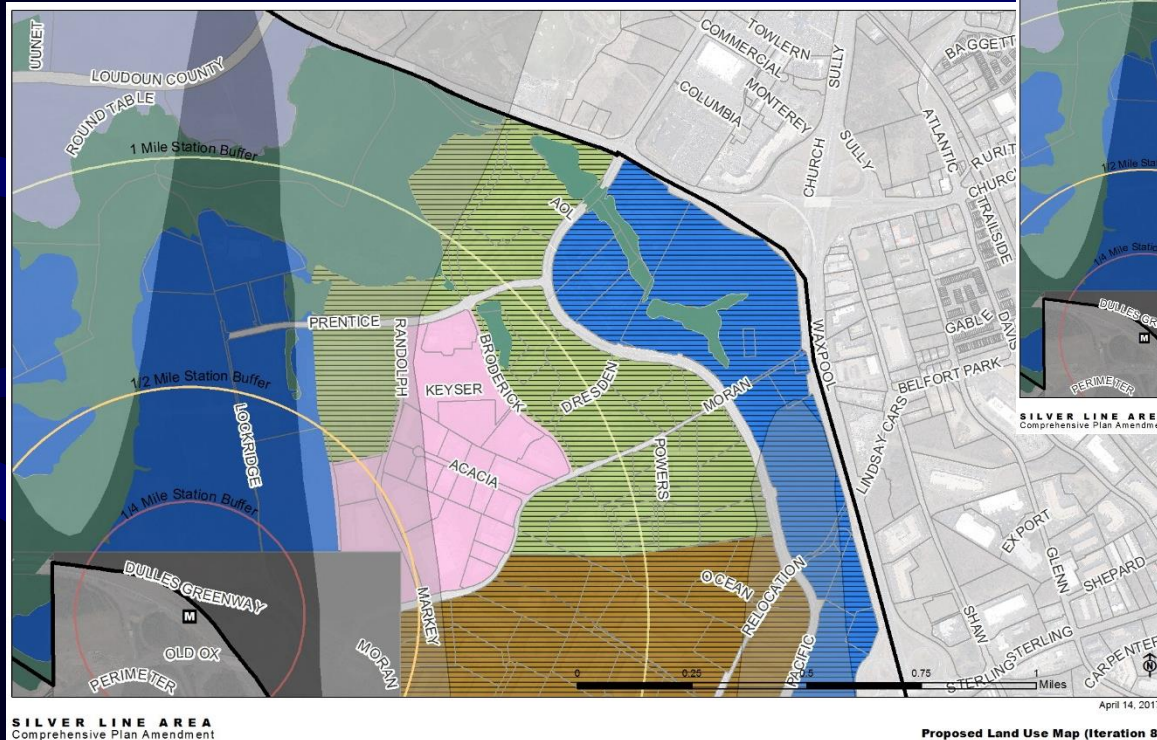
- **Eliminate the Urban Multi-family Residential Typology**
- **Consolidate Compact, Walkable Employment and Non-Residential Typologies**
- **Add Flexibility to Type of Multifamily Products**
- **Remove alignment for Horsepen Run Connector**
 - **Retain as a future option in plan policy**
 - **Retain Westwind Drive Connector**
- **Add noise study as implementation step**

Planning Commission's Land Use Plan



Change 1: Route 28 Business to Mixed Use, Medium

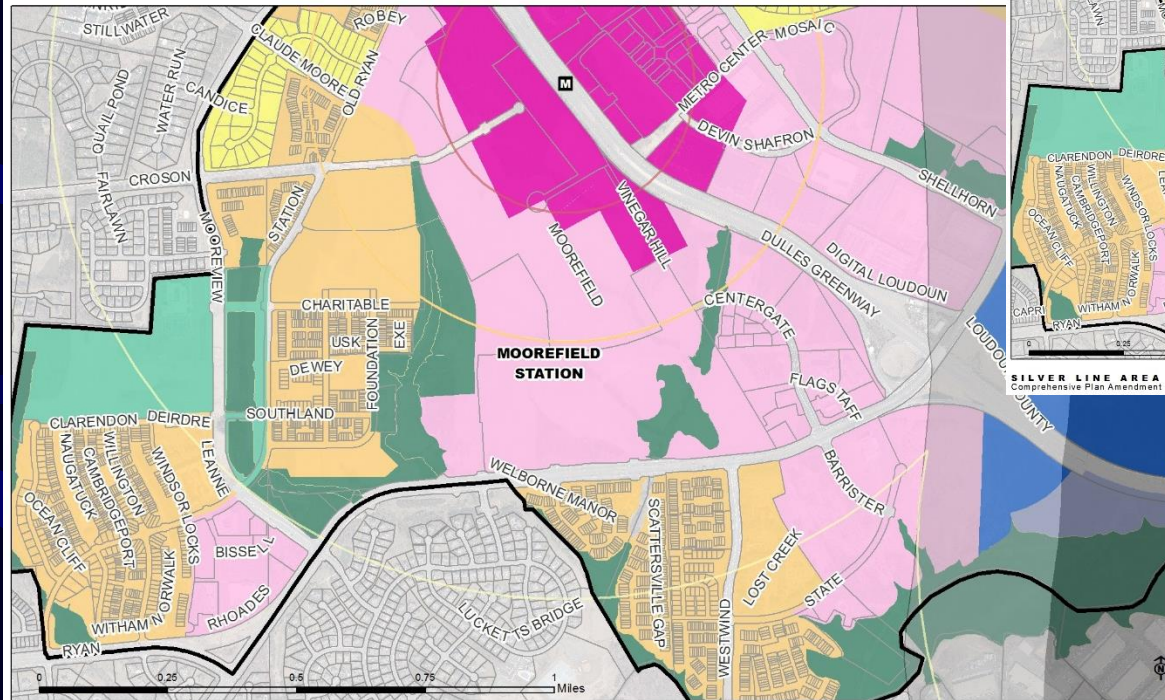
Planning Commission Recommended Land Use



Board Recommended Land Use

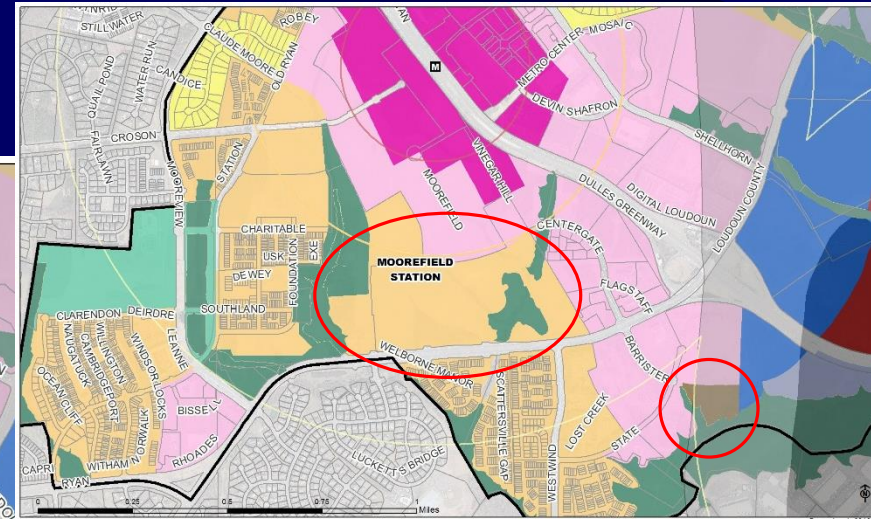
Change 2: Additional Areas for Mixed Use, Medium

Planning Commission Recommended Land Use



SILVER LINE AREA
Comprehensive Plan Amendment

Proposed Land Use Map (Iteration 8)



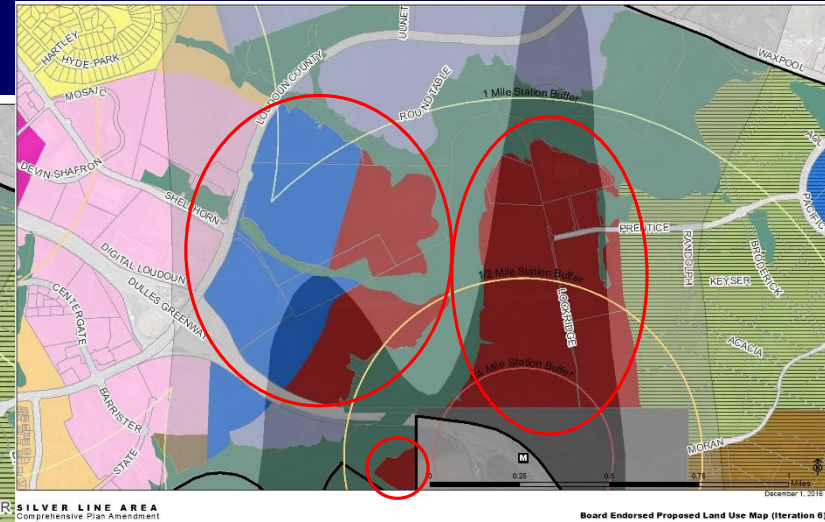
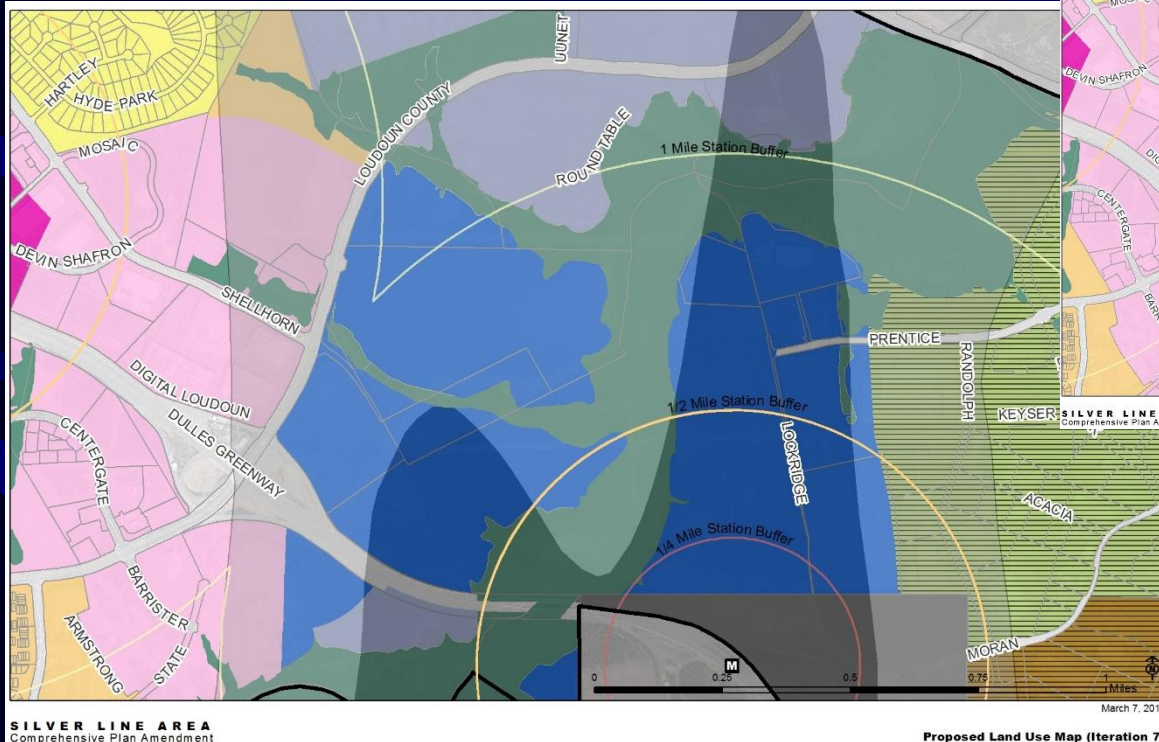
SILVER LINE AREA
Comprehensive Plan Amendment

Board Endorsed Proposed Land Use Map (Iteration 8)

Board Recommended Land Use

Change 3: Merge Compact Walkable Employment with Compact, Walkable Non-residential

Planning Commission Recommended
Land Use



Board Recommended Land Use

Townhome and Multi-family Development

New Residential Units Forecasted 2015 to 2040

Planning Commission Recommendation (April 2017)

	Current Plan (incl. entitlements)	Additional Units with Silver Line Plan	Total Growth To 2040
SFD	45	0	45
SFA	1,209	3,255	4,464
MF	5,888	4,726	10,614
Total	7,142	7,981	15,123

Urban School Facility Needs

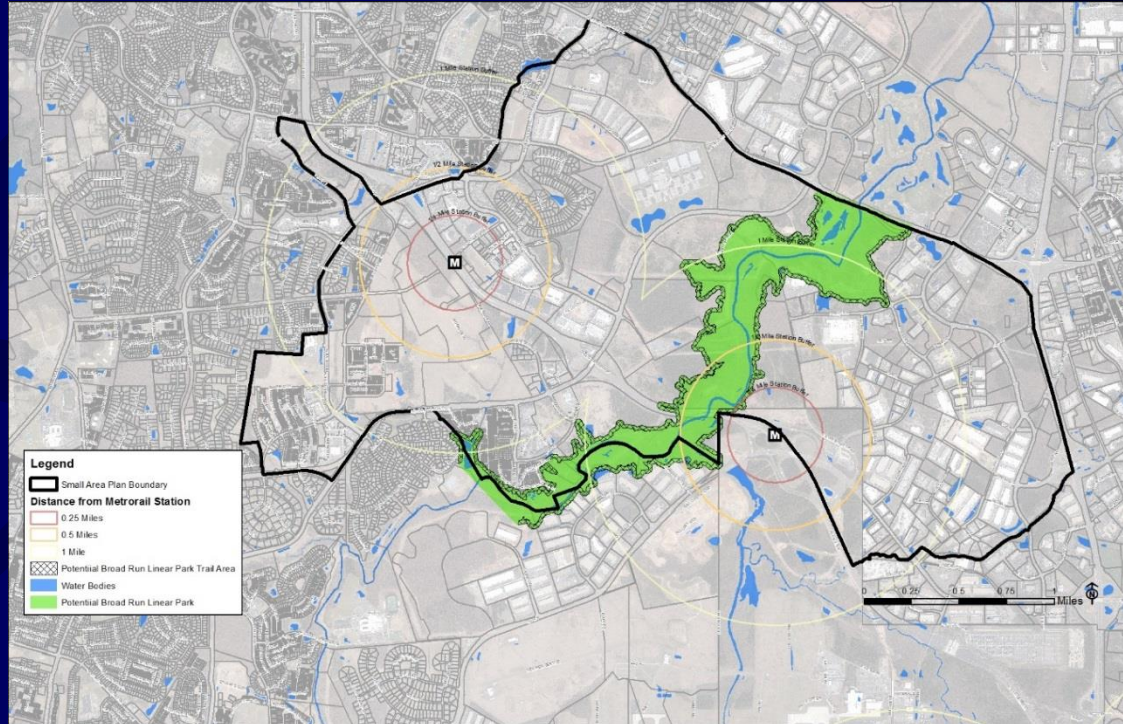
CPAM Policies (Chapters 5 and 6) encourage:

- Smaller, Co-located with public facilities**
- Work with LCPS to deliver new design**
- Schools location map is more generalized**
- Proposed land use reduces student projections**
- Potential reduced need for schools**
 - Potential for only 1 ES and coverage outside area**
 - LCPS Study and new design in-process**

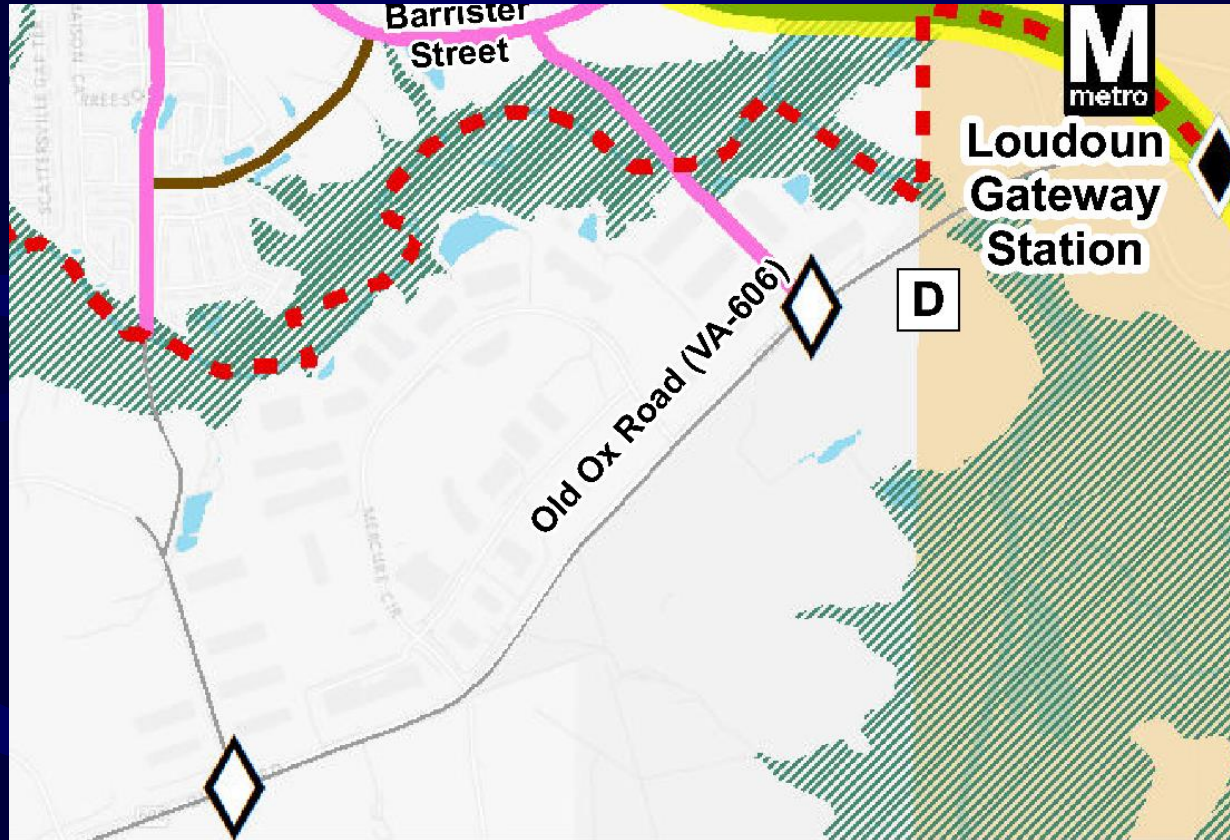
Broad Run Flood Plain and Trail

Chapter 5 Policies:

- Designate Broad Run linear park
- Trails on both sides



Broad Run Crossing at Horsepen Run

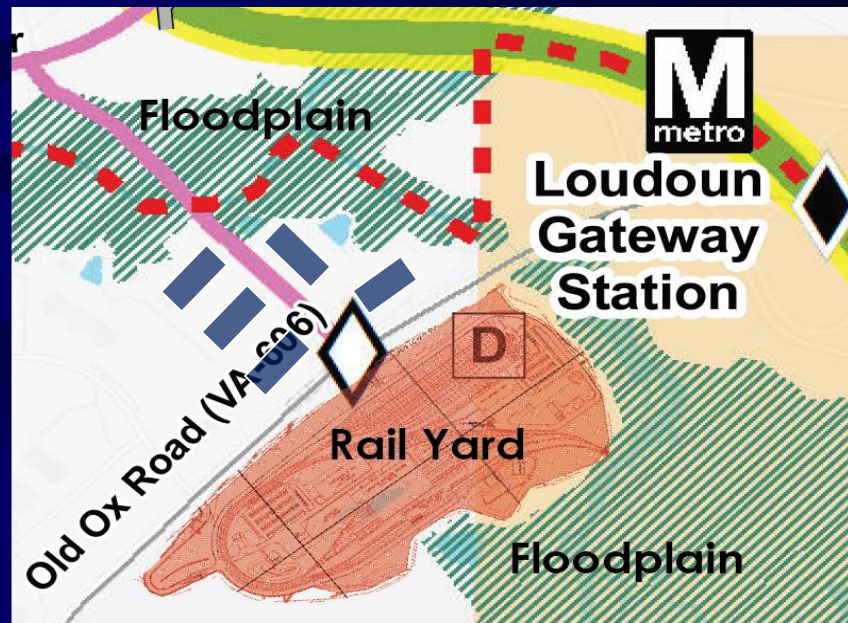


Broad Run Crossing at Horsepen Run

- Interchanges proposed at:
 - Horsepen Run Connector
 - Westwind Drive
- Traffic Signals - Interim Condition
 - Increases forecasted delay on Old Ox Road
 - Creates two high-volume at-grade intersections prior to interchange

Broad Run Crossing at Horsepen Run

- Interchange recommended due to traffic volumes on Old Ox Road
- Constrained by:
 - Existing buildings
 - Broad Run floodplain
 - Greenway interchange
 - Metrorail rail yard



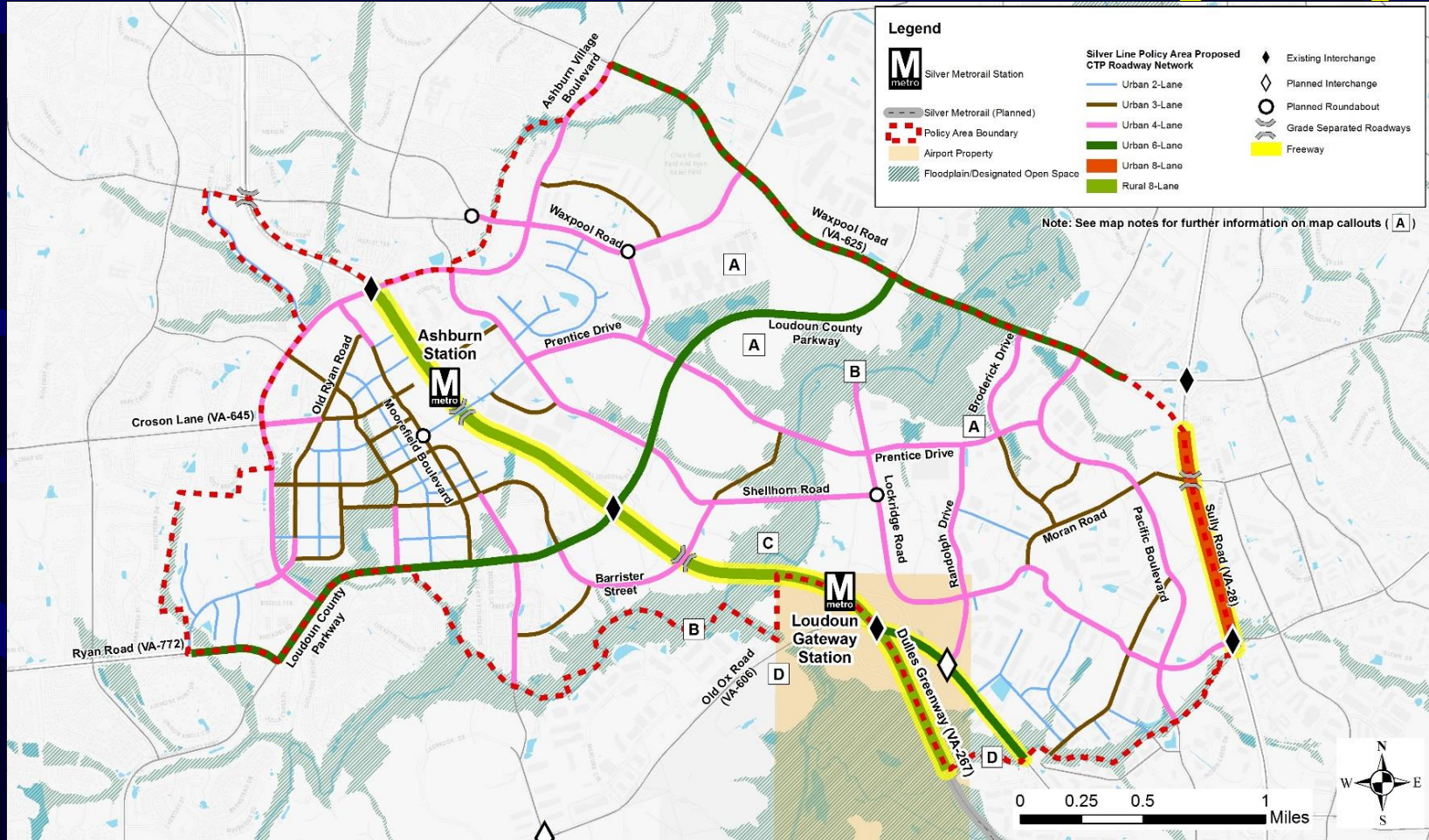
Broad Run Crossing at Horsepen Run

- Bridge and interchange both cost prohibitive
- Existing and currently planned crossings accommodate forecasted traffic

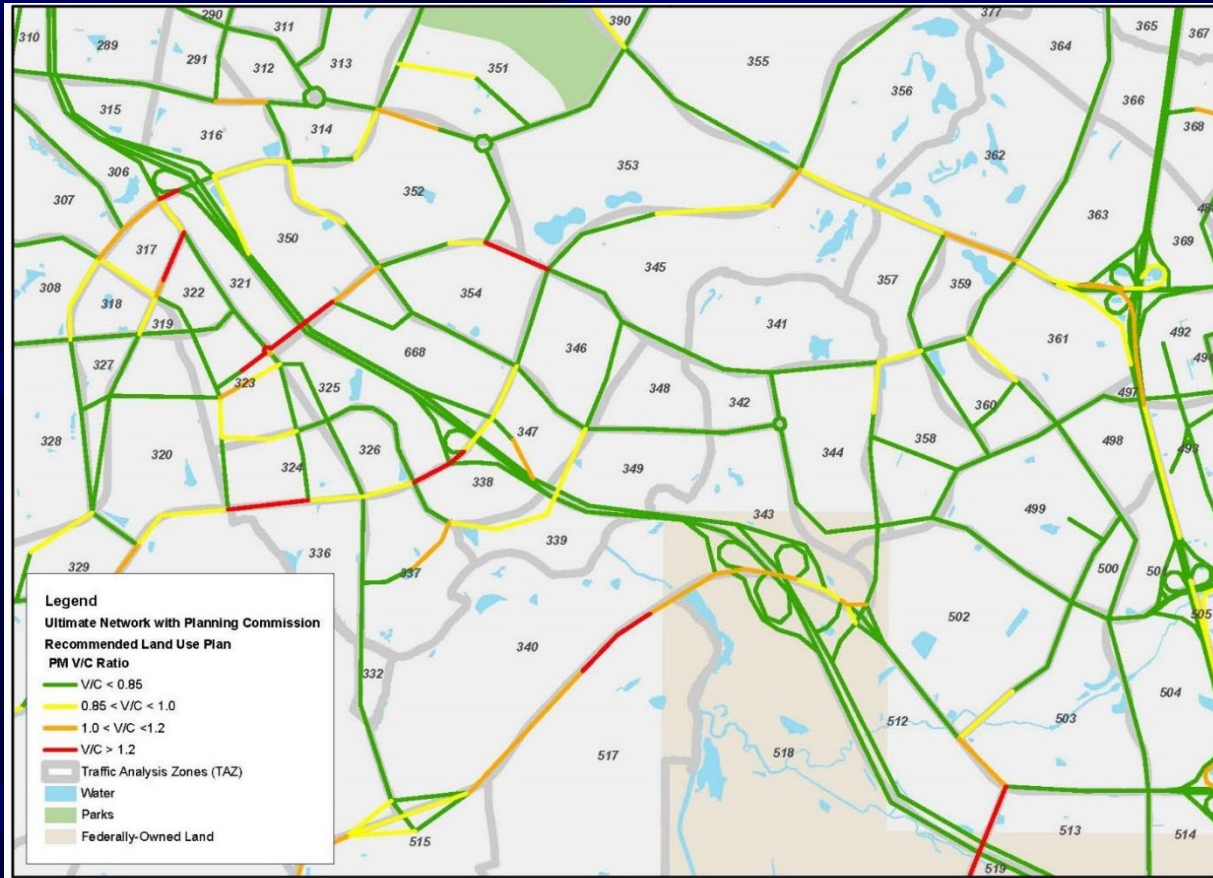
Planning Commission recommendation:

1. Remove connector from planned network
2. Retain as future option with map note
3. Retain Westwind Connector as currently planned

PC Recommended Roadway Map



Travel Demand Model – 2040 PM Peak



Map Printed on 04-25-2017

Additional Staff Recommendations

- **By-right development projects can maximize development potential and land use efficiencies (e.g., building layout, site design) (Chapter 3)**
- **Defined multi-family product types (Chapter 3)**
- **Added performing arts venues/uses to typologies (Chapter 3)**

Chapter 8 Fiscal Health: Key Fiscal Policies

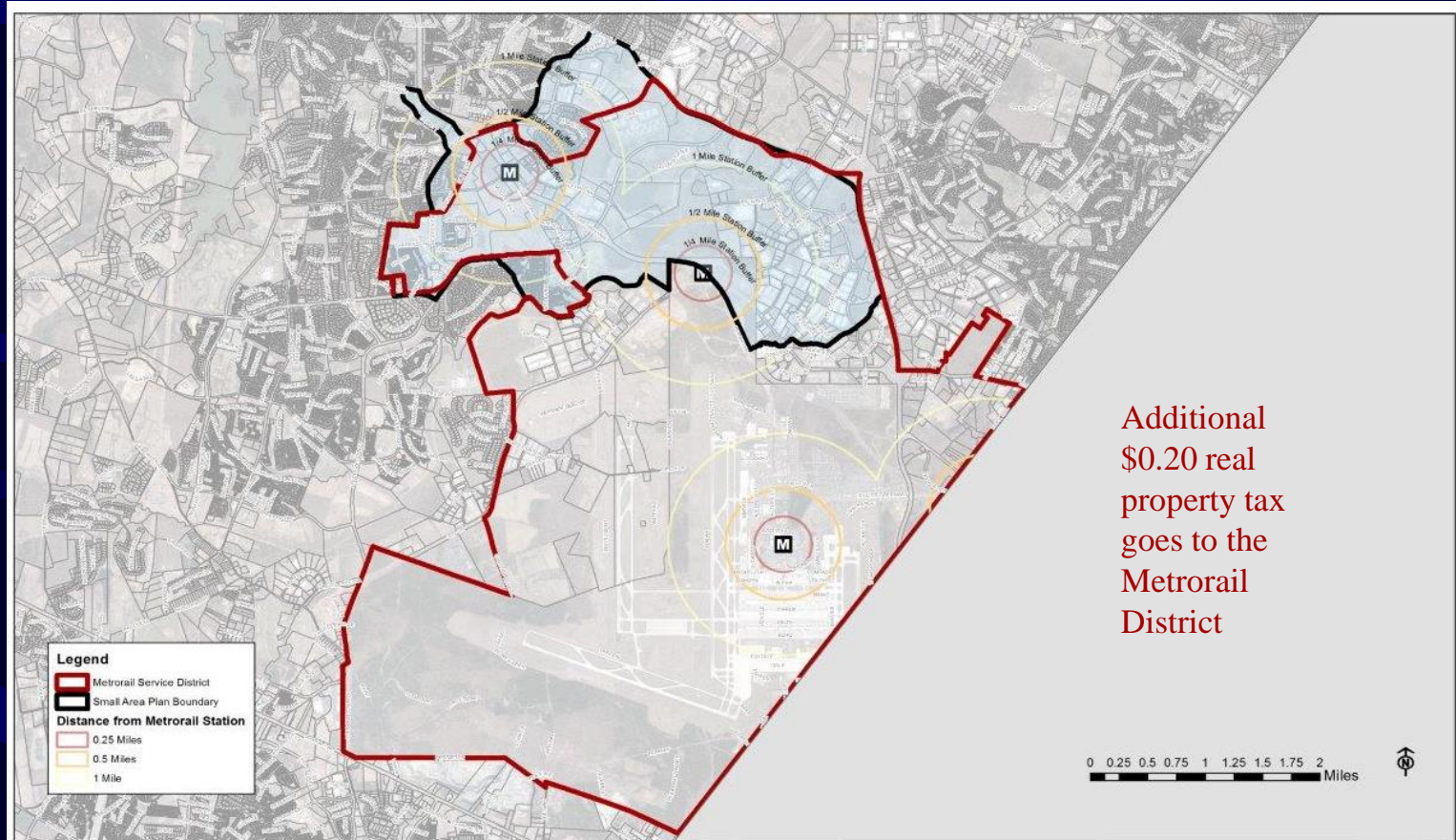
- **Balance planned nonresidential and residential uses**
- **Ensure that developer contributions offset capital costs**
- **Encourage units that are small and of an urban format**
- **Continue capital facility co-location, urban design formats and public-private partnerships**

Fiscal Health

- **Fiscal Balance: Countywide fiscal impact**
 - Revenues minus expenditures
 - Expenditures include operating and capital costs
- **Metrorail Service Tax District Revenues**
 - Additional \$0.20 real property tax rate

Consider the general direction and magnitude of results

Metrorail Service Tax District



Legend

- Route 606 Airport Station Service District
- Route 772 Station Service District
- Metrorail Service District
- Small Area Plan Boundary

Distance from Metrorail Station

- 0.25 Miles
- 0.5 Miles
- 1 Mile

Future Land Use Designation

- Airport Property
- Floodplain/Designated Open Space
- Parks/Community Facilities
- Single Family Detached
- Urban Residential
- Compact, Walkable Non-Residential
- Suburban Employment
- Urban Mixed Use, Medium Buildings
- Urban Mixed Use, Tall Buildings
- Route 28 Core
- Route 28 Business
- Route 28 Industrial

Annual Fiscal Impacts

per 1 M SF office; 1K residential units

<i>2016 constant dollars</i>			County Fiscal Impact (Fiscal Balance)	Metrorail Service Tax District Revenues
Office	1,000,000	SF	\$5.3 M	\$0.33 M
Multi-family (small)	1,000	units	-0.1	0.41
Multi-family (average)	1,000	units	-0.9	0.41
Townhomes	1,000	units	-1.9	0.84

Cumulative Additional Growth Based on Density Mid-Points

Development Forecasts	By 2030			By 2040	
	Countywide	Tax District		Countywide	Tax District
Office (SF)	1,000,000	1,000,000		2,000,000	2,580,000
Multi-family (units)	-	1,000		4,700	4,400
Townhomes (units)	3,300	2,200		3,300	2,200

Additional Growth Impacts Based on Density Mid-Points

<i>2016 constant dollars</i>	Annually in 2030			Annually in 2040	
	County Fiscal Impact	Tax District Revenues		County Fiscal Impact	Tax District Revenues
Office	\$5.3 M	\$0.3 M		\$10.6 M	\$0.9 M
Multi-family	0.0	0.4		-0.5 to -4.2	1.8
Townhomes	-6.3	1.8		-6.3	1.8
Total	-1.0	2.6		3.9 to 0.1	4.5

Potential Fiscal Impacts Report

- Cumulative data:
 - additional capital needs
 - additional tax district revenues
- Sensitivity tests: ranges of results
 - small MF unit test includes impact of change to units already allowed without the CPAM

- *Number of residents and school children in multi-family units*
- *When and how rapidly development occurs: slow versus fast*
- *Balance of nonresidential and residential development*

Potential Fiscal Impacts Report: Cumulative Data Through 2040

- Metrorail Service Tax District

	Annual Revenues, 2040	Cumulative Revenues Through 2040
Development beginning in 2018 (residential)/ 2021 (office)	\$4.5 M	\$52.6 M
Development beginning in 2031	\$4.5 M	\$24.7 M

- Capital Facility Needs (using current, suburban standards)
 - 200 to 225 acres
 - \$360 to \$420 M *needs to be offset by proffers*

Potential Fiscal Impacts Report: Annual Data as of 2040

In 2016 constant dollars

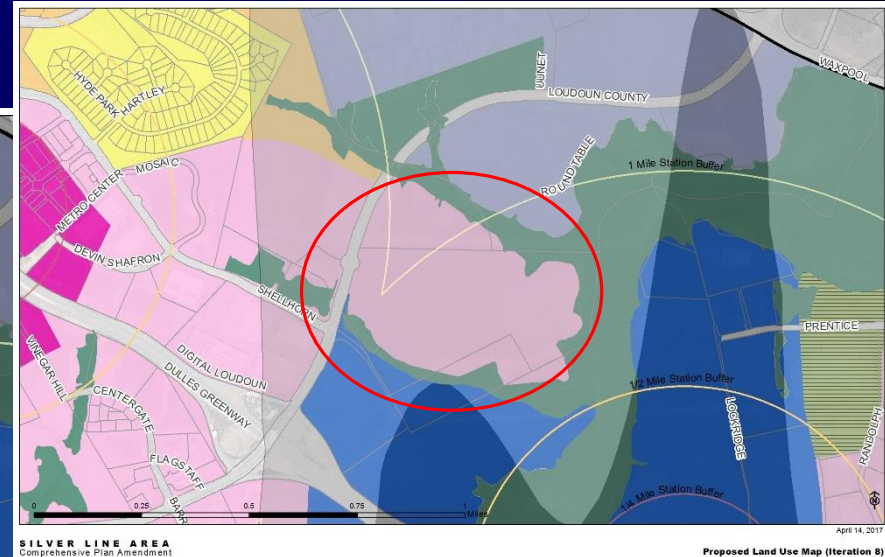
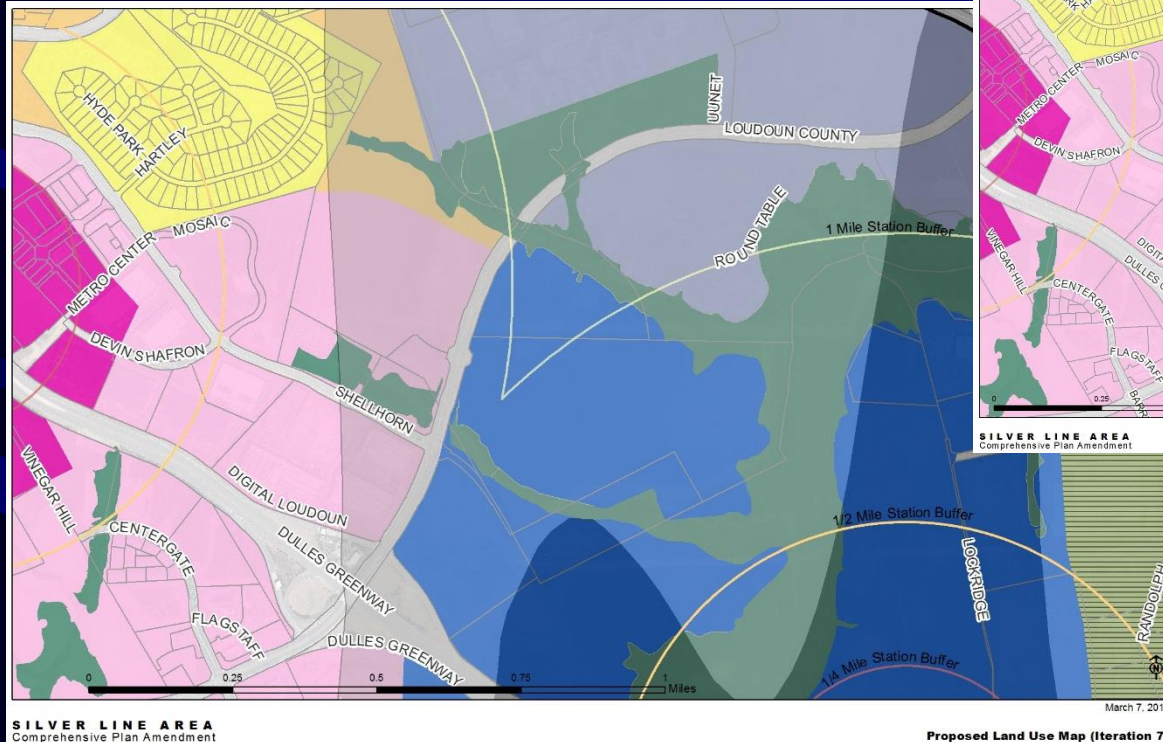
With <u>small</u> multi-family units throughout	Fiscal Impact (Change to Countywide Fiscal Balance)	Tax District Revenues
Slower/sooner development	\$6.0 M	\$4.5 M
Faster/later development	5.3	4.5

With <u>average-sized</u> multi-family units throughout	Fiscal Impact (Change to Countywide Fiscal Balance)	Tax District Revenues
Slower/sooner development	\$0.6 M	\$4.5 M
Faster/later development	-0.1	4.5

Additional Planning Commission Discussion Items

Mixed Use, Medium East of Loudoun County Parkway

Planning Commission Recommended Land Use



**Planning Commission Land
Use Discussion Item
(Commission Vote Result:
4-4-1)**

Implement New Noise Study

- **Update noise study and modify AIOD, if warranted**
 - **Staff supports the retaining the evaluation(s) as an implementation option**
 - **Contingent on Board, FAA / MWAA partnering and collaboration**

Staff Recommendations

- **Staff recommends the Board endorse and forward CPAM-2016-0002 with any Board – directed changes, and the proposed amendments to the Revised General Plan and Countywide Transportation Plan to VDOT for evaluation.**

Next Steps

- **VDOT Review**
- **Board adoption**
- **Plan Implementation**

Questions and Discussion